

**IN THE DRAWINGS**

Please enter the enclosed drawing sheet depicting Figure 1a.

**IN THE SPECIFICATION**

Please amend paragraphs [0039], [0040] and [0042] as follows:

[0039] The third portion 9, in the form of the ring gear, of the annular member 20 is arranged in a second position at a smaller distance in the radial direction than the first portion. The second portion 22 of the annular member 20, which forms the pressure surface for the brake disks, is arranged between the first and third portions. This intermediate portion 22 extends in the radial direction and connects the ring gear 9 and the brake housing part 18. The first and third portions 18, 9 also project in different directions in the axial direction from the second portion 22. The first, second and third portions of the annular member are therefore integrated in one piece. As shown in Figure 1, the first portion 18, subtends a ninety degree angle with the second portion 22, which subtends a ninety degree angle with the third portion 9. The first portion 18 and the third portion 9 each form a right angle at the point of intersection with the second portion 22. In this way the second portion 22 has an orthogonal relationship to the first portion 18 and the third portion 9.

[0040] The annular member 20 also comprises a fourth portion 28 for mounting a hub 12. The hub 12 is intended to carry a wheel (not shown) and is mounted outside the third portion or ring gear 9 in the radial direction and also against it. The fourth portion 28 is therefore integrated in the third portion 9 here. The wheel hub 12 is also connected firmly to the planet carrier 11. In the embodiment shown in Figure 1, the hub 12 comprises an annular part 13 and a disk-shaped cover 14 connected firmly to the annular part 13. The annular part 13 is arranged outside the ring gear ~~20~~ 9 in the radial direction and is also mounted against it. This is described in greater detail below. The annular part 13 and the disk-shaped cover 14 are interconnected firmly via screw joints 15.

[0042] The annular member 20 therefore has a number of functions such as: it functions as a holder for the planetary gear transmission 6, that is to say it is connected firmly to the axle case 3 by way of screw joints 10 to the first portion 18, it functions as a brake housing and pressure surface for the braking device 16, and it functions as a bearing unit 21 including the fourth portion 28 for mounting the wheel hub 13 12. By connecting the axle case 3 to the first portion 18 and providing the fourth portion 28 for mounting the wheel hub 12, the annular member 20 provides attachment of the hub 12 to the axle case 3. The bearing arrangement or unit 21 between the hub annular part 13 and the ring gear 9 comprises a row of a number of balls arranged along a circular track between races 9a, 13a designed in the hub annular part 13 and the ring gear 9 also referred to herein as the third portion. The third portion 9 has an outer surface having at least one race 9a formed therein. An opposing race 13a in an inner face of the annular part 13 has alignment with the at least one race 9a in the outer surface of the ring gear 9. The inner face of the annular part 13 overlaps at least a portion of the outer surface of the ring gear 9 to provide the bearing unit or arrangement 21 comprising the outer surface and the annular part 13 to retain balls between the at least one race 9a and the opposing race 13a. Such a bearing arrangement 21 is often referred to as a four-point bearing owing to the fact that four surfaces are ground for contact with the balls. In order to form the bearing arrangement 21, a number of balls are therefore mounted in the space formed by alignment of the at least one race 9a with the opposing race 13a in between the ring gear 9 and the hub annular part 13. In other words, there is no conventional ball bearing between the parts. Race means that a surface area is designed for receiving the balls. This surface area usually has a curved or angled shape.